

AND RIVER PLATE NEWS.

21ST YEAR.

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Buenos Ayws, 212 Reconquista.
Montevideo, 54 Zeluisa.
16 43 xp

THE B. AYRES & SOUTHERN RAILWAY CO., LIMITED.

(From "Herapath's Railway Journal.")

We reprint on another page a very interesting article from the Buenos Ayres Standard, on the subject of the Great Southern Railway by the Provincial Government. It appears to have been removed from the incoming Governor, Sr. Dardo Rocha, intends to inaugurate his term of office by an attempt to buy up this flourishing undertaking, and although we cannot for a moment believe the statement to be correct, we have thought it worth while to make ourselves quite acquainted with the exact position of the Company, vis a vis the Government's right of purchase, and our readers may count upon the correctness of the facts we now lay before them.

On reference to the original concession of 1862 we find there appeared the following clause: "The Government reserves the right of expropriating at any time the whole of the railway, paying its acknowledged cost, with the addition of 20 per cent as indemnification." In the year 1872, when certain important extensions were in contemplation, it was felt that the words "acknowledged cost" were too vague to assure that confidence which was necessary to induce investors to send further capital into the Argentine Republic, and one of the Directors, Mr. G. W. Drabble, visited Buenos Ayres for the purpose of negotiating such a modification of the clause as would justify the Board in recommending their constituents to invest further money in the enterprise. The result of Mr. Drabble's negotiations appears in the Directors' report of October, 1872, now before us (see also Mr. Drabble's report, issued as an appendix thereto). From these reports it is seen that an amended law was passed on the 9th August, 1872, Art. 2, Sec. 1 of which says: "The railway expropriation shall be effected at the real value possessed at the time of its being carried out." Sec. 2 says: "In addition to the real amount of valuation 20 per cent of indemnification shall be paid over and above the said valuation." Art. 4 declares that "any difference of opinion or contention arising between the Company and the said Executive Power shall be definitely settled by Arbitrators, and in case of dissent between the latter, by an umpire, the decision of the said umpire to stand good as that of an unappealable tribunal." Art. 5 says: "The above law comprises all the railway concessions granted to this day."

In the past year (1880) a general railway law was promulgated by the Province, and the mode of expropriation set out in the amended law of 1872, just quoted, is therein reaffirmed (Art. 22).

As it is certain, then, that the Government have the right to buy up the line, and as the conditions upon which they may do it are equally clear, let us consider how such an operation would work out. We make it that the average dividends paid to the shareholders from the opening of the line in 1866 to 1878, when the Company lost by the depreciation of currency, before the rates had been adequately adjusted, no less than \$21,700 and \$23,000 in the respective years, we shall find that from legitimate profits earned the dividends of 13 years have averaged 8 per cent. This includes the first two years of the Company's life, when the dividends were 5 per cent only. From these results and the knowledge that the line is now entirely of steel, though line is now maintained and equipped, and that from the development of the districts it serves better results than those already achieved may fairly be expected—it cannot be doubted that the valuations would consider that the present market price of the securities is less than the true value. In round figures the ordinary stock of the Company is \$2,000,000, and the debenture stock \$750,000. Even at to-day's price, 1881, the value of the ordinary stock is... \$3,150,000. And the debenture stock at 128 is worth... 960,000.

To this we must add 20 per cent as indemnification, vide law, say... \$24,000,000.

For convenience of calculation let us say five millions sterling, which must be paid in sovereigns or their equivalent. The Province, then to raise this sum, must negotiate a foreign loan, and we cannot suppose they could do this on more favourable terms than the National Government have just secured for their railway loan 6 per cent bonds, at 83. On this basis the Province must issue bonds to the nominal amount of \$6,000,000, for the service to which (not including the usual sinking fund) they must remit punctually in gold the sum of \$230,000 a year. Against this the line, which for 1880 amounted to \$235,000, but the loss on the remittance of this sum was no less than \$248,000 leaving \$217,000, as the net return. To this we must add say \$200,000 for the possible profits of the Ayres

extension, so that, assuming equal rates and equally efficient management (neither of which can fairly be looked for if the line becomes Government property) the Provincial Treasury would sustain a present loss of at least £125,000 a year by effecting the purchase of the railway. And any reduction made in the rates would simply swell the loss of the Treasury to a corresponding extent. We must suppose the new Governor believes the principle of railways being owned by the State to be a sound one and, therefore, that he will necessarily also buy up the less flourishing railways of the Province, say the Campana, the Northern, and the Ensenada. All have cost far more per mile of track than the Southern, and all stand at a heavy discount in the London Stock Exchange, notwithstanding the 7 per cent guarantee of the Provincial Government which is attached to them. The Governor must be consistent in his policy, or he will find it difficult to induce foreign capitalists to acknowledge his bona fides, and to aid him in carrying out his plans.

In any case it is clear that the Southern Company have nothing to fear from expropriation, for the law must be respected, and if the shareholders lose their line they will get an ample "quid pro quo." But how can the Government contemplate so suicidal an act? If there be one country more than another whose future depends upon the introduction of foreign capital for the development of its immense resources it is the Argentine Republic. Even in old and wealthy countries the principle of State-owned railways is unpopular and very limited in practice. England, India, America, Canada are all opposed to it, and the excellent article in the Buenos Ayres Standard, already referred to, shows what is thought of it in Belgium and in France. Buy out the pushing, energetic Great Southern Railway and the Government may bid farewell to individual enterprise in this direction. Has it been already forgotten that while all other Argentine securities, without a single exception, stood at a discount in the London markets some three years ago, this Great Southern alone maintained its position and reflected credit upon the Confederation? Let the new Governor buy up this railway and every other line in the province by all means, if he wishes to do so and can afford the luxury, but let him take the assurance of those who have seen more of such operations than he has that he will be committing a stupendous blunder as a matter of political economy, and will be driving from the country a body of capitalists who have the means and the inclination to provide all the railway facilities which can be reasonably required by the Province, and that, too, without asking the Government for any assistance whatever. To us the matter seems to be of far more importance to the Government than it is to the shareholders of the railway, for thanks to the foresight of the Board, the amended legislation of 1872 has placed the Company's position beyond question. Of course, it would be very disappointing to a body of men who have steadily worked up the enterprise through difficult and troublesome times to find their property taken away just as they are beginning to reap the fruits of their labor, and to gain the credit, which is their due, of having, without governmental or other outside assistance, built and equipped and developed the most substantial and best paying foreign railway in the world—but the loss to the country would be far more serious. The capitalists who have devoted their energies to the Argentine Republic will find other fields for their money and their labour; but who will fill the place they have occupied as pioneers of progress and development in the newly settled southern districts which are already crying out for railways and facilities of transport? Would not such a policy as is attributed to the Governor of the Province be practically telling capitalists that they are not wanted in the country, and supply a sufficiently strong argument against the intelligence of those who direct the financial affairs of the Government to direct British investors from subscribing to a loan, the only "raison d'être" of which is based upon an utterly false principle of political economy?

Our College professors are lawyers, doctors and adventurers, appointed through favoritism, who look upon their classes only as secondary matters, and never bother their heads about the progress of their pupils as long as their salaries are paid at the end of the month.

What I have said about primary schools may also be applied to our National Colleges. No person should be appointed to a Professorship until he has given proof of his knowledge and his teaching capabilities. The present system, of nominating through "recommendations" and political "favouritisms" is the bane of the country. Instructors of youth should not be allowed to enter upon their business without having served that period of apprenticeship deemed necessary for those that make hats and boots, build houses, or shoe horses. Unfortunately, they are too frequently employed with little regard to their literary, and less to their professional, qualifications.

Leaving aside the question of teachers, what is to be done with our National Colleges? Surely, they must not continue in their present state—13 professors and an average of 50 students each. The Minister considers this matter in his report, and from what he says, a completely new organization of these "empty" establishments may be expected.

The Minister is evidently in possession of sufficient data, and will, of course, bring this all-important question before Congress, and it fairly and wisely dealt with, our whole system of National education will undergo a change productive of lasting benefit to the Republic.

J. H. F. Corrientes, June 2, 1881.

NATIONAL EDUCATION
(Continued)
Now is the time to effect a radical change in our National education system; it must be done at once, and can only be done well by energetic measures. Let the National Government take with its own hands the primary education, for it is quite clear that the local Governments can't or won't improve the present retrograde system. The Minister himself admits the fact. Let there be two or three good School Inspectors for each province, subordinate to the National Council of education, but those men must be real bona-fide inspectors, and not electioneering agents, as we have had up to the present.

We must have a good plan for primary instruction; proper school-

houses and above all, proper teachers. No new teachers should be appointed without being duly qualified; the majority of our present county schoolmasters would be of more service to their country tilling the soil or making boots and shoes than striving now to teach the young idea how to shoot.

Minister Pizarro evidently knows what his country wants and advocates the establishment of agricultural and industrial schools. I gave my opinion on this matter before, and should heartily wish to see the Minister's idea realized.

We can't have a good primary system of education without good Training-Schools for teachers; there should be at least one in each province; at present we have five or six in the Republic, but the study plan is deficient, and the pupil-teachers are generally too young to follow, with any advantage, the subject matter prescribed for them. No pupil-teacher under 17 years of age should be admitted into the Training Schools, and should have acquired a good primary education before commencing his normal studies.

The teacher is the life and soul of the school, his situation therefore requires special attention. It is of fundamental importance that the teachers as a class should not only be able and well educated, but also be generally appreciated with the discouraging prospects at present offered, there are few educated young men willing to devote themselves by preference and exclusively to this profession. Success depends upon offering a surer prospect of a remunerative career; this matter must be looked to or we shall always continue under the Mat Kavanagh hedge school system, or perhaps something worse.

I remarked in my last letter that the object of the teaching given in our National Colleges is to prepare pupils for the University. The course of studies is styled "preparatory." All our secondary teaching goes to make medical and law students; Latin, Greek, mathematics, English, chemistry and physics, form part of the study plan; but, I should like to know, how many of our native physicians and wise lawyers, after their college cramming, are able to translate the principles of any Greek or Latin author, to demonstrate the "pans asinorum," manage a theodolite, or solve an equation, translate a page of the "Merchant of Venice," distinguish acid from a salt, or describe a steam engine? Still Argentines do not lack intelligence; on the contrary, our boys are generally smart and willing to learn, but the teaching is too superficial, the branches too many, and the time too limited. Thus, what is badly learned this year is forgotten the next, and the pupil runs through his studies without acquiring any solid knowledge, without that thoroughness which distinguishes the English and German students. Hard work makes the student. Amongst us the idle days are too many, the examiner too indulgent, and the youth's memory too heavily taxed, with great prejudice to his other mental faculties.

Our College professors are lawyers, doctors and adventurers, appointed through favoritism, who look upon their classes only as secondary matters, and never bother their heads about the progress of their pupils as long as their salaries are paid at the end of the month.

What I have said about primary schools may also be applied to our National Colleges. No person should be appointed to a Professorship until he has given proof of his knowledge and his teaching capabilities. The present system, of nominating through "recommendations" and political "favouritisms" is the bane of the country. Instructors of youth should not be allowed to enter upon their business without having served that period of apprenticeship deemed necessary for those that make hats and boots, build houses, or shoe horses. Unfortunately, they are too frequently employed with little regard to their literary, and less to their professional, qualifications.

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The Minister is evidently in possession of sufficient data, and will, of course, bring this all-important question before Congress, and it fairly and wisely dealt with, our whole system of National education will undergo a change productive of lasting benefit to the Republic.

J. H. F. Corrientes, June 2, 1881.

Survey of Nat. Territory
BETWEEN
Rivers Colorado and Negro

Owners of Concessions from the Provincial Government for camp between the above named rivers and between the Rio Negro and the Rio Colorado, will have to be made to the undersigned Surveyor.

P. A. FREUND
24—Calle Bolívar—24

B. A. Camp Chaplaincy

English Church Services

July 3rd, 11 a.m., Pineda, Mr. James
July 3rd, 3 p.m., Anzi, Mr. Knight
July 10th, 11 a.m., Flores, Chapel
July 10th, 5 p.m., Belgrano, Rev. G. Spil
July 16th, 11 a.m., Las Rosas, Mr. Forster
July 17th, 11 a.m., Negro, Mr. Shen
July 17th, 3 p.m., Alegre, Mr. Gar
July 24th, 11 a.m., Los Ingleses, Mr. Gibb
July 24th, 3 p.m., Ajo, Mr. Palmer
July 25th, 3 p.m., Monte Grande, Mr. Gibb
July 31st, 11 a.m., Los Galpanos, Mr. Gibb



SE VENDE

La Cigarrera del Puerto, esquina Cangallo y 25 de Mayo.
Cigarrera Las Catalinas, Calle Cangallo 120.
Cigarrera La Horadada, Calle San Martín esquina Piedra.
Cigarrera La Doncella, Calle Florida 25.
Almacén Naval de J. C. Schoenke, Pasaje de 251 y Boca del Riachuelo, Pedro Mendoza 105.
Almacén de Sr. Ricardo, esquina Cuyo y 25 de Mayo.
Almacén de Sr. Nicola Radno, Corrientes y San Martín.
Almacén de Sr. Manuel Fernandez, esquina Belgrano y Sgo. del Estero.

EN LAS DEMAS CIGARRERIAS LOS SIGUIENTES

RICOS TABACOS

A saber:

PARA CIGARRILLOS Y PITOS, "LITTLE JOKER,"

En tarros de 16 onzas
"paquetes de 2"

"Navy Smoking"

En tarros de 16 onzas
"paquetes de 2"

PARA PITOS LARGOS "SEAL CANASTER"

En paquetes de 4 onzas.

"GREEN PORTORICO"

En paquetes de 4 onzas.

Procedentes todos dichos ricos tabacos de la famosa fabrica de

GAIL & AX

BALTIMORE (Estados Unidos)

Unicos Agentes aca:

Heinemann y Pratje,

171—SAN MARTIN—171

Hay tambien alli en venta los siguientes ricos tabacos para masacar y pitar, a saber:

Forest Queen marca 16 pedacos por libra

Darling (vicio) americana 10 " "

Blue Bird " " " "

Parley Navy " " " "

EN VENTA AL POR MAYOR:

En la Cigarrera del Puerto.

Almacén Naval, Pasaje de 251 y Boca del Riachuelo, Pedro Mendoza 105.

Almacén de Sr. Ricardo, esquina Cuyo y Corrientes.

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Edificios Publicos

En la nueva Capital de la Provincia

La Comision del concurso para el examen de planos y presupuestos de este edificio, creada por resolution de 6 de Mayo del presente año, invita a los Arquitectos e Ingenieros a formular proyectos de los mismos. El proyecto consistirá en las bases y condiciones a la Comision del Puerto No. 126, Departamento de Ingenieros de la Provincia.

Los proyectos que se formen deben presentarse en la misma Secretaria hasta el 6 de Noviembre proximo.

La Comision otorga como recompensa un premio de \$80,000, otro de 70,000, otro de 60,000, otro de 50,000, otro de 40,000, otro de 30,000, otro de 20,000, otro de 10,000, otro de 5,000, otro de 2,500, otro de 1,250, otro de 625, otro de 312,50, otro de 156,25, otro de 78,125, otro de 39,062, otro de 19,531, otro de 9,765, otro de 4,882, otro de 2,441, otro de 1,220, otro de 610, otro de 305, otro de 152,50, otro de 76,25, otro de 38,125, otro de 19,062, otro de 9,531, otro de 4,765, otro de 2,382, otro de 1,191, otro de 595,50, otro de 297,75, otro de 148,875, otro de 74,437, otro de 37,218, otro de 18,609, otro de 9,304, otro de 4,652, otro de 2,326, otro de 1,163, otro de 581,50, otro de 290,75, otro de 145,375, otro de 72,687, otro de 36,343, otro de 18,171, otro de 9,085, otro de 4,542, otro de 2,271, otro de 1,135, otro de 567,50, otro de 283,75, otro de 141,875, otro de 70,937, otro de 35,468, otro de 17,734, otro de 8,867, otro de 4,433, otro de 2,216, otro de 1,108, otro de 554, otro de 277, otro de 138,50, otro de 69,25, otro de 34,625, otro de 17,312, otro de 8,656, otro de 4,328, otro de 2,164, otro de 1,082, otro de 541, otro de 270,50, otro de 135,25, otro de 67,625, otro de 33,812, otro de 16,906, otro de 8,453, otro de 4,226, otro de 2,113, otro de 1,056, otro de 528, otro de 264, otro de 132, otro de 66, otro de 33, otro de 16,50, otro de 8,25, otro de 4,125, otro de 2,062, otro de 1,031, otro de 515,50, otro de 257,75, otro de 128,875, otro de 64,437, otro de 32,218, otro de 16,109, otro de 8,054, otro de 4,027, otro de 2,013, otro de 1,006, otro de 503, otro de 251,50, otro de 125,75, otro de 62,875, otro de 31,437, otro de 15,718, otro de 7,859, otro de 3,929, otro de 1,964, otro de 982, otro de 491, otro de 245,50, otro de 122,75, otro de 61,375, otro de 30,687, otro de 15,343, otro de 7,671, otro de 3,835, otro de 1,917, otro de 958,50, otro de 479,25, otro de 239,625, otro de 119,812, otro de 59,906, otro de 29,953, otro de 14,976, otro de 7,488, otro de 3,744, otro de 1,872, otro de 936, otro de 468, otro de 234, otro de 117, otro de 58,50, otro de 29,25, otro de 14,625, otro de 7,312, otro de 3,656, otro de 1,828, otro de 914, otro de 457, otro de 228,50, otro de 114,25, otro de 57,125, otro de 28,562, otro de 14,281, otro de 7,140, otro de 3,570, otro de 1,785, otro de 892,50, otro de 446,25, otro de 223,125, otro de 111,562, otro de 55,781, otro de 27,890, otro de 13,945, otro de 6,972, otro de 3,486, otro de 1,743, otro de 871,50, otro de 435,75, otro de 217,875, otro de 108,937, otro de 54,468, otro de 27,234, otro de 13,617, otro de 6,808, otro de 3,404, otro de 1,702, otro de 851, otro de 425,50, otro de 212,75, otro de 106,375, otro de 53,187, otro de 26,593, otro de 13,296, otro de 6,648, otro de 3,324, otro de 1,662, otro de 831, otro de 415,50, otro de 207,75, otro de 103,875, otro de 51,937, otro de 25,968, otro de 12,984, otro de 6,492, otro de 3,246, otro de 1,623, otro de 811,50, otro de 405,75, otro de 202,875, otro de 101,437, otro de 50,718, otro de 25,359, otro de 12,679, otro de 6,339, otro de 3,169, otro de 1,584, otro de 792, otro de 396, otro de 198, otro de 99, otro de 49,50, otro de 24,75, otro de 12,375, otro de 6,187, otro de 3,093, otro de 1,546, otro de 773, otro de 386, otro de 193, otro de 96,50, otro de 48,25, otro de 24,125, otro de 12,062, otro de 6,031, otro de 3,015, otro de 1,507, otro de 753,50, otro de 376,75, otro de 188,375, otro de 94,187, otro de 47,093, otro de 23,546, otro de 11,773, otro de 5,886, otro de 2,943, otro de 1,471, otro de 735,50, otro de 367,75, otro de 183,875, otro de 91,937, otro de 45,968, otro de 22,984, otro de 11,492, otro de 5,746, otro de 2,873, otro de 1,436, otro de 718, otro de 359, otro de 179, otro de 89,50, otro de 44,75, otro de 22,375, otro de 11,187, otro de 5,593, otro de 2,796, otro de 1,398, otro de 699, otro de 349, otro de 174, otro de 87, otro de 43,50, otro de 21,75, otro de 10,875, otro de 5,437, otro de 2,718, otro de 1,359, otro de 679,50, otro de 339,75, otro de 169,875, otro de 84,937, otro de 42,468, otro de 21,234, otro de 10,617, otro de 5,308, otro de 2,654, otro de 1,327, otro de 663,50, otro de 331,75, otro de 165,875, otro de 82,937, otro de 41,468, otro de 20,734, otro de 10,367, otro de 5,183, otro de 2,591, otro de 1,295, otro de 647,50, otro de 323,75, otro de 161,875, otro de 80,937, otro de 40,468, otro de 20,234, otro de 10,117, otro de 5,058, otro de 2,529, otro de 1,264, otro de 631,50, otro de 315,75, otro de 157,875, otro de 78,937, otro de 39,468, otro de 19,734, otro de 9,867, otro de 4,933, otro de 2,466, otro de 1,233, otro de 615,50, otro de 307,75, otro de 153,875, otro de 76,937, otro de 38,468, otro de 19,234, otro de 9,617, otro de 4,808, otro de 2,404, otro de 1,202, otro de 600, otro de 300, otro de 150, otro de 75, otro de 37,50, otro de 18,75, otro de 9,375, otro de 4,687, otro de 2,343, otro de 1,171, otro de 585,50, otro de 292,75, otro de 146,375, otro de 73,187, otro de 36,593, otro de 18,296, otro de 9,148, otro de 4,574, otro de 2,287, otro de 1,143, otro de 571,50, otro de 285,75, otro de 142,875, otro de 71,437, otro de 35,718, otro de 17,859, otro de 8,929, otro de 4,464, otro de 2,232, otro de 1,116, otro de 557,50, otro de 278,75, otro de 139,375, otro de 69,687, otro de 34,843, otro de 17,421, otro de 8,710, otro de 4,355, otro de 2,177, otro de 1,088, otro de 543,50, otro de 271,75, otro de 135,875, otro de 67,937, otro de 33,968, otro de 16,984, otro de 8,492, otro de 4,246, otro de 2,123, otro de 1,061, otro de 529,50, otro de 264,75, otro de 132,375, otro de 66,187, otro de 33,093, otro de 16,546, otro de 8,273, otro de 4,136, otro de 2,068, otro de 1,034, otro de 515,50, otro de 257,75, otro de 128,875, otro de 64,437, otro de 32,218, otro de 16,109, otro de 8,054, otro de 4,027, otro de 2,013, otro de 1,006, otro de 501,50, otro de 250,75, otro de 125,375, otro de 62,687, otro de 31,343, otro de 15,671, otro de 7,835, otro de 3,917, otro de 1,958, otro de 979, otro de 489, otro de 244,50, otro de 122,25, otro de 61,125, otro de 30,562, otro de 15,281, otro de 7,640, otro de 3,820, otro de 1,910, otro de 955,50, otro de 477,75, otro de 238,875, otro de 119,437, otro de 59,718, otro de 29,859, otro de 14,929, otro de 7,464, otro de 3,732, otro de 1,866, otro de 933, otro de 466, otro de 233, otro de 116,50, otro de 58,25, otro de 29,125, otro de 14,562, otro de 7,281, otro de 3,640, otro de 1,820, otro de 910, otro de 455, otro de 227,50, otro de 113,75, otro de 56,875, otro de 28,437, otro de 14,218, otro de 7,109, otro de 3,554, otro de 1,777, otro de 888,50, otro de 444,25, otro de 222,125, otro de 111,062, otro de 55,531, otro de 27,765, otro de 13,882, otro de 6,941, otro de 3,470, otro de 1,735, otro de 867,50, otro de 433,75, otro de 216,875, otro de 108,437, otro de 54,218, otro de 27,109, otro de 13,554, otro de 6,777, otro de 3,388, otro de 1,694, otro de 847,50, otro de 423,75, otro de 211,875, otro de 105,937, otro de 52,968, otro de 26,484, otro de 13,242, otro de 6,621, otro de 3,310, otro de 1,655, otro de 828, otro de 414, otro de 207, otro de 103,50, otro de 51,75, otro de 25,875, otro de 12,937, otro de 6,468, otro de 3,234, otro de 1,617, otro de 809, otro de 404, otro de 202, otro de 101, otro de 50,50, otro de 25,25, otro de 12,625, otro de 6,312, otro de 3,156, otro de 1,578, otro de 789, otro de 394, otro de 197, otro de 98,50, otro de 49,25, otro de 24,625, otro de 12,312, otro de 6,156, otro de 3,078, otro de 1,539, otro de 769,50, otro de 384,75, otro de 192,375, otro de 96,187, otro de 48,093, otro de 24,046, otro de 12,023, otro de 6,011, otro de 3,005, otro de 1,502, otro de 750, otro de 375, otro de 187, otro de 93,50, otro de 46,75, otro de 23,375, otro de 11,687, otro de 5,843, otro de 2,921, otro de 1,460, otro de 730, otro de 365, otro de 182, otro de 91, otro de 45,50, otro de 22,75, otro de 11,375, otro de 5,687, otro de 2,843, otro de 1,421, otro de 715, otro de 357, otro de 178, otro de 89, otro de 44,50, otro de 22,25, otro de 11,125, otro de 5,562, otro de 2,781, otro de 1,390, otro de 695, otro de 347, otro de 173, otro de 86,50, otro de 43,25, otro de 21,625, otro de 10,812, otro de 5,406, otro de 2,703, otro de 1,351, otro de 677,50, otro de 338,75, otro de 169,375, otro de 84,687, otro de 42,343, otro de 21,171, otro de 10,585, otro de 5,292, otro de 2,646, otro de 1,323, otro de 660, otro de 330, otro de 165, otro de 82,50, otro de 41,25, otro de 20,625, otro de 10,312, otro de 5,156, otro de 2,578, otro de 1,289, otro de 642, otro de 321, otro de 160, otro de 80, otro de 40, otro de 20, otro de 10, otro de 5, otro de 2,50, otro de 1,25, otro de 0,625, otro de 0,312, otro de 0,156, otro de 0,078, otro de 0,039, otro de 0,019, otro de 0,009, otro de 0,004, otro de 0,002, otro de 0,001, otro de 0,0005, otro de 0,00025, otro de 0,000125, otro de 0,0000625, otro de 0,00003125, otro de 0,000015625, otro de 0,0000078125, otro de 0,00000390625, otro de 0,000001953125, otro de 0,0000009765625, otro de 0,00000048828125, otro de 0,000000244140625, otro de 0,0000001220703125, otro de 0,00000006103515625, otro de 0,000000030517578125, otro de 0,0000000152587890625, otro de 0,00000000762939453125, otro de 0,000000003814697265625, otro de 0,0000000019073486328125, otro de 0,00000000095367431640625, otro de 0,000000000476837158203125, otro de 0,0000000002384185791015625, otro de 0,00000000011920928955078125, otro de 0,000000000059604644775390625, otro de 0,0000000000298023223876953125, otro de 0,00000000001490116119384765625, otro de 0,0000000000074

FERRO-CARRIL DEL OESTE

Desde el 1° de Mayo hasta el 15 de Setiembre de 1881, la marcha de los trenes será como sigue:

LINEA PRINCIPAL

ESTACIONES	1	3	5	7	9	11	13	15	17
Parque	6.5	8.0	10.20	12.30	3.10	4.25	5.50	6.55	8.25
Once de Setiembre	6.20	8.15	10.30	12.40	3.25	4.40	5.55	7.10	8.35
Almagro	6.30	8.25	10.40	12.50	3.35	4.50	6.05	7.20	8.45
Albarracín	6.40	8.35	10.50	1.00	3.45	5.00	6.15	7.30	8.55
Albarracín	6.50	8.45	11.00	1.10	3.55	5.10	6.25	7.40	9.05
Albarracín	7.00	8.55	11.10	1.20	4.05	5.20	6.35	7.50	9.15
Albarracín	7.10	9.05	11.20	1.30	4.15	5.30	6.45	8.00	9.25
Albarracín	7.20	9.15	11.30	1.40	4.25	5.40	6.55	8.10	9.35
Albarracín	7.30	9.25	11.40	1.50	4.35	5.50	7.05	8.20	9.45
Albarracín	7.40	9.35	11.50	2.00	4.45	6.00	7.15	8.30	9.55
Albarracín	7.50	9.45	12.00	2.10	4.55	6.10	7.25	8.40	10.05
Albarracín	8.00	9.55	12.10	2.20	5.05	6.20	7.35	8.50	10.15
Albarracín	8.10	10.05	12.20	2.30	5.15	6.30	7.45	9.00	10.25
Albarracín	8.20	10.15	12.30	2.40	5.25	6.40	7.55	9.10	10.35
Albarracín	8.30	10.25	12.40	2.50	5.35	6.50	8.05	9.20	10.45
Albarracín	8.40	10.35	12.50	3.00	5.45	7.00	8.15	9.30	10.55
Albarracín	8.50	10.45	1.00	3.10	5.55	7.10	8.25	9.40	11.05
Albarracín	9.00	10.55	1.10	3.20	6.05	7.20	8.35	9.50	11.15
Albarracín	9.10	11.05	1.20	3.30	6.15	7.30	8.45	10.00	11.25
Albarracín	9.20	11.15	1.30	3.40	6.25	7.40	8.55	10.10	11.35
Albarracín	9.30	11.25	1.40	3.50	6.35	7.50	9.05	10.20	11.45
Albarracín	9.40	11.35	1.50	4.00	6.45	8.00	9.15	10.30	11.55
Albarracín	9.50	11.45	2.00	4.10	6.55	8.10	9.25	10.40	12.05
Albarracín	10.00	11.55	2.10	4.20	7.05	8.20	9.35	10.50	12.15
Albarracín	10.10	12.05	2.20	4.30	7.15	8.30	9.45	11.00	12.25
Albarracín	10.20	12.15	2.30	4.40	7.25	8.40	9.55	11.10	12.35
Albarracín	10.30	12.25	2.40	4.50	7.35	8.50	10.05	11.20	12.45
Albarracín	10.40	12.35	2.50	5.00	7.45	9.00	10.15	11.30	12.55
Albarracín	10.50	12.45	3.00	5.10	7.55	9.10	10.25	11.40	1.05
Albarracín	11.00	12.55	3.10	5.20	8.05	9.20	10.35	11.50	1.15
Albarracín	11.10	1.05	3.20	5.30	8.15	9.30	10.45	12.00	1.25
Albarracín	11.20	1.15	3.30	5.40	8.25	9.40	10.55	12.10	1.35
Albarracín	11.30	1.25	3.40	5.50	8.35	9.50	11.05	12.20	1.45
Albarracín	11.40	1.35	3.50	6.00	8.45	10.00	11.15	12.30	1.55
Albarracín	11.50	1.45	4.00	6.10	8.55	10.10	11.25	12.40	2.05
Albarracín	12.00	1.55	4.10	6.20	9.05	10.20	11.35	12.50	2.15
Albarracín	12.10	2.05	4.20	6.30	9.15	10.30	11.45	1.00	2.25
Albarracín	12.20	2.15	4.30	6.40	9.25	10.40	11.55	1.10	2.35
Albarracín	12.30	2.25	4.40	6.50	9.35	10.50	12.05	1.20	2.45
Albarracín	12.40	2.35	4.50	7.00	9.45	11.00	12.15	1.30	2.55
Albarracín	12.50	2.45	5.00	7.10	9.55	11.10	12.25	1.40	3.05
Albarracín	1.00	2.55	5.10	7.20	10.05	11.20	12.35	1.50	3.15
Albarracín	1.10	3.05	5.20	7.30	10.15	11.30	12.45	2.00	3.25
Albarracín	1.20	3.15	5.30	7.40	10.25	11.40	12.55	2.10	3.35
Albarracín	1.30	3.25	5.40	7.50	10.35	11.50	1.00	2.20	3.45
Albarracín	1.40	3.35	5.50	8.00	10.45	12.00	1.10	2.30	3.55
Albarracín	1.50	3.45	6.00	8.10	10.55	12.10	1.20	2.40	4.05
Albarracín	2.00	3.55	6.10	8.20	11.05	12.20	1.30	2.50	4.15
Albarracín	2.10	4.05	6.20	8.30	11.15	12.30	1.40	3.00	4.25
Albarracín	2.20	4.15	6.30	8.40	11.25	12.40	1.50	3.10	4.35
Albarracín	2.30	4.25	6.40	8.50	11.35	12.50	2.00	3.20	4.45
Albarracín	2.40	4.35	6.50	9.00	11.45	1.00	2.10	3.30	4.55
Albarracín	2.50	4.45	7.00	9.10	11.55	1.10	2.20	3.40	4.65
Albarracín	3.00	4.55	7.10	9.20	12.05	1.20	2.30	3.50	4.75
Albarracín	3.10	4.65	7.20	9.30	12.15	1.30	2.40	4.00	4.85
Albarracín	3.20	4.75	7.30	9.40	12.25	1.40	2.50	4.10	4.95
Albarracín	3.30	4.85	7.40	9.50	12.35	1.50	3.00	4.20	5.05
Albarracín	3.40	4.95	7.50	10.00	12.45	2.00	3.10	4.30	5.15
Albarracín	3.50	5.05	8.00	10.10	12.55	2.10	3.20	4.40	5.25
Albarracín	4.00	5.15	8.10	10.20	1.05	2.20	3.30	4.50	5.35
Albarracín	4.10	5.25	8.20	10.30	1.15	2.30	3.40	4.60	5.45
Albarracín	4.20	5.35	8.30	10.40	1.25	2.40	3.50	4.70	5.55
Albarracín	4.30	5.45	8.40	10.50	1.35	2.50	4.00	4.80	5.65
Albarracín	4.40	5.55	8.50	11.00	1.45	3.00	4.10	4.90	5.75
Albarracín	4.50	5.65	9.00	11.10	1.55	3.10	4.20	5.00	5.85
Albarracín	5.00	5.75	9.10	11.20	2.05	3.20	4.30	5.10	5.95
Albarracín	5.10	5.85	9.20	11.30	2.15	3.30	4.40	5.20	6.05
Albarracín	5.20	5.95	9.30	11.40	2.25	3.40	4.50	5.30	6.15
Albarracín	5.30	6.05	9.40	11.50	2.35	3.50	4.60	5.40	6.25
Albarracín	5.40	6.15	9.50	12.00	2.45	3.60	4.70	5.50	6.35
Albarracín	5.50	6.25	10.00	12.10	2.55	3.70	4.80	5.60	6.45
Albarracín	6.00	6.35	10.10	12.20	3.05	3.80	4.90	5.70	6.55
Albarracín	6.10	6.45	10.20	12.30	3.15	3.90	5.00	5.80	6.65
Albarracín	6.20	6.55	10.30	12.40	3.25	4.00	5.10	5.90	6.75
Albarracín	6.30	6.65	10.40	12.50	3.35	4.10	5.20	6.00	6.85
Albarracín	6.40	6.75	10.50	1.00	3.45	4.20	5.30	6.10	6.95
Albarracín	6.50	6.85	11.00	1.10	3.55	4.30	5.40	6.20	7.05
Albarracín	7.00	6.95	11.10	1.20	3.65	4.40	5.50	6.30	7.15
Albarracín	7.10	7.05	11.20	1.30	3.75	4.50	5.60	6.40	7.25
Albarracín	7.20	7.15	11.30	1.40	3.85	4.60	5.70	6.50	7.35
Albarracín	7.30	7.25	11.40	1.50	3.95	4.70	5.80	6.60	7.45
Albarracín	7.40	7.35	11.50	2.00	4.05	4.80	5.90	6.70	7.55
Albarracín	7.50	7.45	12.00	2.10	4.15	4.90	6.00	6.80	7.65
Albarracín	8.00	7.55	12.10	2.20	4.25	5.00	6.10	6.90	7.75
Albarracín	8.10	7.65	12.20	2.30	4.35	5.10	6.20	7.00	7.85
Albarracín	8.20	7.75	12.30	2.40	4.45	5.20	6.30	7.10	7.95
Albarracín	8.30	7.85	12.40	2.50	4.55	5.30	6.40	7.20	8.05
Albarracín	8.40	7.95	12.50	3.00	4.65	5.40	6.50	7.30	8.15
Albarracín	8.50	8.05	1.00	3.10	4.75	5.50	6.60	7.40	8.25
Albarracín	9.00	8.15	1.10	3.20	4.85	5.60	6.70	7.50	8.35
Albarracín	9.10	8.25	1.20	3.30	4.95	5.70	6.80	7.60	8.45
Albarracín	9.20	8.35	1.30	3.40	5.05	5.80	6.90	7.70	8.55
Albarracín	9.30	8.45	1.40	3.50	5.15	5.90	7.00	7.80	8.65
Albarracín	9.40	8.55	1.50	3.60	5.25	6.00	7.10	7.90	8.75
Albarracín	9.50	8.65	2.00	3.70	5.35	6.10	7.20	8.00	8.85
Albarracín	10.00	8.75	2.10	3.80	5.45	6.20	7.30	8.10	8.95
Albarracín	10.10	8.85	2.20	3.90	5.55	6.30	7.40	8.20	9.05
Albarracín	10.20	8.95	2.30	4.00	5.65	6.40	7.50	8.30	9.15
Albarracín	10.30	9.05	2.40	4.10	5.75	6.50	7.60	8.40	9.25
Albarracín	10.40	9.15	2.50	4.20	5.85	6.60	7.70	8.50	9.35
Albarracín	10.50	9.25	3.00	4.30	5.95	6.70	7.80	8.60	9.45
Albarracín	11.00	9.35	3.10	4.40	6.05	6.80	7.90	8.70	9.55
Albarracín	11.10	9.45	3.20	4.50	6.15	6.90	8.00	8.80	9.65
Albarracín	11.20	9.55	3.30	4.60	6.25	7.00	8.10	8.90	9.75
Albarracín	11.30	10.05	3.40	4.70	6.35	7.10	8.20	9.00	9.85
Albarracín	11.40	10.15	3.50	4.80	6.45	7.20	8.30	9.10	9.95
Albarracín	11.50	10.25	3.60	4.90	6.55	7.30	8.40	9.20	10.05
Albarracín	12.00	10.35	3.70	5.00	6.65	7.40	8.50	9.30	10.15
Albarracín	12.10	10.45	3.80	5.10	6.75	7.50	8.60	9.40	10.25
Albarracín	12.20	10.55	3.90	5.20	6.85	7.60	8.70	9.50	10.35
Albarracín	12.30	10.65	4.00	5.30	6.95	7.70	8.80	9.60	10.45
Albarracín	12.40	10.75	4.10	5.40	7.05	7.80	8.90	9.70	10.55
Albarracín	12.50	10.85	4.20	5.50	7.15	7.90	9.00	9.80	10.65
Albarracín	1.00	10.95	4.30	5.60	7.25	8.00	9.10	9.90	10.75
Albarracín	1.10	11.05	4.40	5.70	7.35	8.10	9.20	10.00	10.85
Albarracín	1.20	11.15	4.50	5.80	7.45	8.20	9.30	10.10	10.95
Albarracín	1.30	11.25	4.60	5.90	7.55	8.30	9.40	10.20	11.05
Albarracín	1.40	11.35	4.70	6.00	7.65	8.40	9.50	10.30	11.15
Albarracín	1.50	11.45	4.80	6.10	7.75	8.50	9.60	10.40	11.25
Albarracín	2.00	11.55	4.90	6.20	7.85	8.60	9.70	10.50	11.35
Albarracín	2.10	12.05	5.00	6.30	7.95	8.70	9.80	10.60	11.45
Albarracín	2.20	12.15	5.10	6.40	8.05	8.80	9.90	10.70	11.55
Albarracín	2.30	12.2							